THE POLARIS SEARCH.

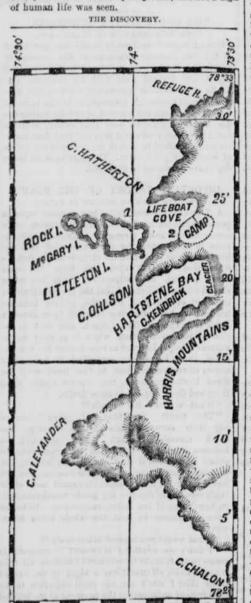
THE CAMP AT LIFE-BOAT COVE

THE CRUISE OF THE TIGRESS-THE DESERTED CAMP ON LITTLETON ISLAND-THE SEARCH CONTINUED. LYROM THE SPECIAL CORRESPONDENT OF THE TRIBUNE.

UNITED STATES STEAMSHIP TIGESS, UPERNAVIE, North Groenland, Aug. 23, 1873. On the 11th of August this little ship left the port in which she is now at anchor for the most northern Christian settlement of the globe-a place called Tessuisak. By the aid of our pilot, Petersen, we were able to make the passage inside the numerous islands which skirt this coast, thus reducing the distance between the two ports to about 30 miles instead of 60 by the outside passage. We left Upernavik at 5:15 p. m., and arrived at Tessuisak at 11:15 o'clock the same evening. The Governor of this village of three houses and about a dozen Esquimaux huts is the same Jansen whose name is so well known to readers of books on Arctic work. He was soon on board, but gave us no information about the Polaris or her crew, as none had been received there. Accepting his offer of services as pilot until we should be clear of the sunken rocks about the islands, we started northward, and shortly after midnight met and communicated with the Juniata's steam launch, which had been sent north as far as Cape York to pick up any information possible relative to the missing ship or her survivors. Her trip had not been successful. A good look at the ice-bound shores of Cape York was all those in charge of that little boat had accomplished. Finding they had no news, we bid adieu to Jansen, left civilization behind and started northward for that place so much dreaded by Arctic navigators. Melville Bay, the great source of huge ice bergs which leave the glaciers by which the whole coast is lined, and in whose embrace many a fine ship has been caught and sent to destruction. In one season the Governor of Upernavik, Dr. Rudolph, had 200 men thrown upon his hands by the loss of whale ships in this same bay. It is estimated that more than 200 ships have been lost in the past 30 years in Melville Bay. Well may it be a terror! A SEA OF ICEBERGS.

On the 12th we began to see something of what was before us, in the shape of icebergs. From the Duck Islands, past the strongly marked headland of the "Devil's Thumb," we were in a perfect sea of icebergs, and threading our way through the maze, with here and there a patch of floe ice, we at last got beyond the line into more open water toward the center of Melville Bay. As soon as we sighted the land to the southward of Cape York, a bright lookout, night and day, was kept for signs of life. I say night as well as the day but there is no night here at this season of the year-the sun shines as gloriously at 12 o'clock at night as it does in the full noon in lower latitudes. This is a great blessing for us. for we can see at all times the shore line, and keep a constant watch for smoke, but none can be discovered, and we feel confident that there can be no person at or about Cape As we approached the headland of the Cape we find it blocked for three or four miles with heavy pack-ice, and in close to the shore it looks as if it had not yet been broken out this year. Still, the Tigress passed close enough to the shore, skirting closely the ice, to see signs or signals of any kind. Being satisfied in relation to this spot, the ship was headed for Cape Athol, past Cape Dudley Diggs and the great Petowak Glacier. Here we were close to the shore, as close as safe navigation would permit, for the charts of this part of the world are most imperfect and untrustworthy. Doubling Cape Athol on the evening of the 13th, we stood in toward Wolstenholm Sound, to inspect North Star Bay, a well protected inlet, so well protected that had the Polaris wintered there, she would still have been found at this late season, for after thumping and breaking through much ice, we found that the Bay ice had not yet been started, but there were no signs of life of any kind, except scores of walrus and seals, with which these waters abound.

On the 14th, the island was sighted where the Polaris was supposed to have separated from the party on the ice-floe-Northumberland Island. This land as treated as all the rest had been, keeping a bright lookout, skirting the island, but with no satisfactory result. Not even a native hunter was to be seen, nothing but the barren rocks, with no verdure even, except a lichen patch here and there, making the rocks all the more desolate in appearance. With no success as yet to crown the labors of the cruise, we turned northward, still full of hope. Every foot of the land, from Northumberland Island to Cape Ohlsen, was closely inspected, and not a sign



Position of Tigress.
 Position of Polaris when deserted.

2. Position of Postars when operation.

2. Position of Postars when operation.

3. Postation of Postars when operation.

4. Postation of Postars when operation.

5. Postation of Postars when operation.

course to take the open water between the flees of ice, and finally reached the beach, four miles distant. In about an hour the boat was seen returning, and the imagination of people on shipboard made them believe that the boat was crowded with people. Their judgment was wrong, for the whale-boat came alongside, and when within hailing distance the Captain asked the news, and the joyful tidings came back from the Executive that the abandoned camp of the Polaris had been found; that the ship had gone down about a month ago, and that the officers and crew of the ill-fated ship had gone about six weeks since to the southward in two boats built of pieces of the ship. The cheering had proceeded from me Esquimaux hunters who held the camp, and told the story of the sinking of the ship and the departure of the Polaris's people. One month to an hour, almost, from the time the little Tigress left the New-York Navy-Yard-cheered on by thousands of people-she had made the deserted camp, and gained much information which may clear up the story of the unfortunate cruise of the Polaris.

After getting on board all the stores, memoranda, tools, &c., &c., which were of any value, the ship started southward on the 15th at 3 a. m., to continue the search for the people. It is believed by Tyson and others who have had experience in these regions among wrecked seamen, that the crew left with the intention of going to Cape York in their boats, there to meet the steam whalers who come yearly to the coast, keeping near the east shore of Davis Straits, make Cape York, and then stand to the westward and keep just south of the ice-pack until September, when they return with their cargoesto England and Scotland. And it is probable that Buddington and his party are now on board some such ship. They are certainly not to the north, for on the return trip of this ship to this port of Upernavik as careful a lookout was kept as on the voyage north, and we could not have failed to see people or signals had there been any. It is now the intention of Capt. Greer to endeavor to find the whalers on the Labrador side of Baffin's Bay and Davis Straits, and so make the cruise complete in every respect, though there can be no doubt that the Polaris crew are today safe and sound on board a whaleship.

We sail to-morrow for Disco, and thence westward. The Polaris can never be recovered. She lies 10 fathoms down in the bottom of the Arctic Sea, her tombstone the monuments of ice which nature has been so many thousands of years in preparing. Her brave commander, who sailed away from his friends and home happy in his convictions of success, is silent in his tomb cut from the solid ice, 240 miles from the spot where his ship went

THE LITTLE JUNIATA EXPEDITION. NO NEWS"-PERILS OF THE ICE PACK-AN ARCTIC GALE-SHORT OF COAL-BACK AGAIN.

FROM THE SPECIAL CORRESPONDENT OF THE TRIBUNE. U. S. S. JUNIATA, GODRAVN, DISCO ID., FREENLAND, Aug. 17 .- On Monday, Aug. 11, the U. S. S. Tigress left Upernavik for the northward, via Cape

York. On the evening of the 12th inst. the Little Juniata hove in sight, about four miles off, and as they entered the harbor we manued our rigging and sent up from more than one hundred throats three hearty cheers of welcome. At eight o'clock they were alongside, and as Lieutenant DeLong, followed by the rest of his crew, stepped up over the gangway they were warmly received by Captain Braine and the other officers of the ves-sel. The first remark made by the commander of the expedition as he touched the deck was, "I am sorry I have no better news than that we are all well and safe." Clad in the same scal skin costume as when they left us, their appearance gave evidence of having had a tedious trip. he "Little Juniata" made her first stop at Tessulsak making its way among numerous icebergs and islands, and arriving at the above-named place at 11 o'clock, at night, where was left 600 pounds of coal, to be used on the return. At Tessuisak they were detained for 11 hours, owing to the dense fog which had set in. Tessuisak is a small place of 50 inhabitants, living in about a half dozen huts, and presided over by Chief Trader Jensen, who, with his young wife, occupies quite a ctable house. Jensen is the Dane who apanied Dr. Hayes on his several expeditions as respectable dog driver and hunter. He is a fine-looking fellow, more than six feet in hight, and one of the most hospitable fellows in Greenland. He speaks good English, is very nthusiastic over Americans, anxious and willing to do them every little service within his power. While lying at anchor, there was considerable anxiety felt lest one of the numerous icebergs in close proximity to them should topple over or burst, as there was not only rain, but the thermometer stood at 45° Fahrenheit. Their alarm was increased by the continued cracking and turning over of bergs within the harbor.

CAUGHT IN THE ICE. After leaving Tessuisak they kept in close to the land, working their way among the bergs and being always ready to run in and anchor in case a dense fog delayed some hours discharging her cargo, it was should overtake them. They now found that instead of deemed advisable, in order to save time, for the burning 500 pounds of coal per day they were burning twice that amount. This extra consumption of coal was caused by being obliged to use salt water, as they found they used too much steam to melt the ice which they had filled their tanks with along the route, in order to obtain fresh water. On the 4th they were obliged to wait on account of fog near Wilcox Head. When they cast off from the berg to which they had been anchored, they rounded the headland and kept on to the northward, hoping to get a sight of the "Devil's Thumb," from which they intended to take their departure for crossing Melville Bay to Cape York. Devil's Thumb is so called from its peculiar shape, being a pillar of land several hundred feet in hight jutting abruptly out of the sea. The weather was so thick and foggy that it was impossible to get a sight ofithis remarkable point of land, still they continued on their course to the northward, the fog growing more dense, and finally obscuring the land entirely from their view. About 10 o'clock p. m. they encountered pack ice, icebergs, and some new ice about an inch in thickness. They then put about, and attempted to run out of the pack ice, but owing to the in-creasing thickness of the fog missed their former track and were finally checked in their progress. By slowly and carefully forcing their way, occasionally running into small patches of water covered with a thin scaling of ice, which proved that the ice was gradually increasing in thickness, and to delay for the clearing up of the fog might cause the risk of being frozen in, they finally worked their way out. Their rigging was covered with white frost, and the temperature below 30° F. They injured their little craft no more than giving it a few scratches by the new ice.

After getting in open water they sailed to the northeast by compass, which, allowing the variation of eight points due to this latitude, gives them north-west true. They passed in sight of the Sabine Islands, while abeam they had a large number of teebergs, and the ice-pack seemed to stretch from the Sabine Islands across Melville Bay to the coast. On the next day they found themselves on the edge of the ice-pack, with no signs of a lead through it, and a dense fog shutting in. The for finally became 'so dense that rather than run any risk with the boat, they made fast to an leeberg. On the 7th inst. they east off from the berg, made sail under a light breeze, and about noon discovered a lead through the 12 k, and after running about five miles it proved to be a false one, when they were obliged to retrace their course, when they found a good lead. About 2 a. m. on the 8th inst. they sighted Cape York, about eight miles distant. In two hours after sighting the land the fog shut in thick and obscured the land. At the same time the wind freshened to a south-east gale, when their situation became critical as the icepack prevented them from reaching the shore with the oat, and it was an utter impossibility to baul the boat up on the pack. Had they been in open water they could have reached Cape York without any difficulty. The gale made a very heavy sea, which commence

when this took place, and seeing no lead through the pack in the direction of Cape York, they very reluctantly gave up the search. Up to this time they had not seen the least sign of the Polaris, and though they might have been at Cape York, and the Little Juniata only 15 miles north-west of Cape York, they would have been unable to communicate to them that relief was coming, owing to the solid pack-ice! which separated the beat from that haven. Even if the Little Juniata had reached Cape York, she could not, without running considerable risk, increase their number by taking on board any of the Polaris party which they might have found there, as new ice was rapidly making and they were so short of fuel, they could not run any risk of being frezen in. If the boat had been a lighter one, and had been prepared with runners on the bottom, they might have hauled her upon the ice, and sledded her over the pack to Cape York, but this was out of the question. They headed the boat south-east, and having one up on the in-shore track, concluded to return by the off-shore or mid-channel track, hoping they might chance to see something of the Polaris or her survivors The weather continued to clear gradually, and on Sunday, the 10th inst., the day was quite pleasant, and for the first time during their trip they were enabled to get an observation. The atmosphere was so clear that they sighted the Devil's Thumb at a distance of 60 miles. While econe-mizing on their fuel, they did it so closely that the engine stopped two or three times for want of steam. On the 12th inst. they reëntered the harbor of Tessuisak, meeting three miles outside the harbor the United States steamer Tigress, bound north. Our party boarded her and offered their services and the use of the Little Juniata to the expedition, which services were leclined by Commander Greer.

The Little Juniata left Teasuisak a few hours afterward, have on board the 600 pounds of coal which Capt. De Long left there when bound to the northward, and also some seal blubber which Jansen kindly gave them to use in case they ran out of coal.

COAL MINING IN GREENLAND. AN EARLY WINTER-MINING IN DISCO-ESQUIMAUX

LABOR-IMPORTANT PAPERS SAID TO BE LEFT BY CAPT. HALL.

FROM THE SPECIAL CORRESPONDENT OF THE TRIBUNE. U. S. S. JUNIATA, GODHAVN, DISCO ISLAND, GREENLAND, Aug. 30,-Every few days we have a hard wind and heavy snow-storm, and today it is snowing very hard. I presume a of it would be quite acceptable your vicinity. Already the hills are covered with a considerable depth of snow, and it is blowing a gale outside. The people here say that such weather is unusually early this year. In fact that is what is said every time we have disagreeable weather, whether it be in winds, rain or snow, all of which we have had, and plenty of it. We should have been out of this harbor ere this, and a good distance on our way to St. John's, but the Little Juniata was away on an expedition to the coal mines, on north-east side of this island, and about ninety miles from this place, and the party could not be communicated with in any other way, except by kayaks, which took three days in reaching the coal mine. Our departure for home is owing to the arrival of the Tigress from the northward, on Monday, 25th inst., bringing tidings of the Polaris and her people. Though we have been unsuccessful in finding the Polaris, or picking up any one of her survivors, we have left no means untried to render them assistance, and have given a strong and helping hand in the way of coal, &c. reducing our own supplies until they have become very scant, in order that the Tigress may meet with success; and there is not a soul on aboard but wishes them Godspeed.

AFTER COAL. Our steam launch Little Juniata, which made such strong but unsuccessful attempt to reach Cape York in topes of finding and aiding the Polaris survivors, has added more to her fame on another expedition, this time to the coal mines. Some of the officers who had volunteered for any expedition that Capt. Braine might wish to organize, were chosen to go on this trip for the purpose of gaining information in reference to the mining coal in Greenland, and if possible procure some for this ship's use in order to test its qualities for steaming purposes. Up to this time there has been an unfavorable report upon its qualities. The mine is nearly a hundred miles from Godhavn, and on the north-east side of the island of Disco, in the waigat or strait. A short time after the call fer volunteers, a party of five officers and twelve men stood ready to go in the Little Juniata. which was again lowered into the water on the morning of the 23d, and at 61 p. m. of that day steam was up. stores, provisions, and implements to be used for mining were in the boat, the sloop Three Sisters, which was to be used in transporting coal from the mine to the ship, made fast and towed out of the harbor in the direction

of Ritenbenk, a distance of 78 miles from Godhavn. The sloop being rather a heavy tow for the launch she did not reach Ritenbenk until 2 a. m. of the 25th inst. At this place they communicated with Gov. Albert Hoyer, and secured the services of the sloop, also 11 Esquimaux (six women and five men) to work in the mines, agreeing to pay them one-half Danish dollar (27) cents) and their rations per day. As the sloop would be party to proceed to the mine, and let the sloop follow on, which Gov. Hoyer promised she should do at an early moment. After a breakfast with the Governor, the Esquimaux and their equipments were embarked in a small schooner, and the launch started with her in tow for Njarasusuk, a small settlement or hunting station about 30 miles from Ritenbenk. and six miles below the mines. At this place they were to engage more Esquimaux people to work in the After coming to anchor at Njarasusuk the wind began to rise and a heavy snow-storm set in, so that arrangements were made to keep a regular watch on the launch and the rest of the party to sleep on shore. Mr. John son, the superintendent of the station, kindly furnished the party with quarters free of expense, allowing the officers to sleep in his own house, and furnishing each with the sleeping bag, made of reindeer skin with the fur inside, peculiar to Greenland, and which is one of the best substitutes for a bed to be had in Greenland supplying both the lack of mattress and blankets. After supper furnished from the supplies of the expedition, the expedition spent a very pleasant evening with their host, who is a Dane of more than 50 lyears of age, having spent the past 25 years in Greenland. He is mar-ried to an Esquimau woman, and has a family of five daughters. He says he is more contented in Greenland than he would be in Denmark. He lives principally upon seal meat, a large slab of which he had on hand to e need on his table, and says he relishes it fully as well

as if it were mutton. FINDING THE MINE On the next day about noon when the storm broke the expedition proceeded to the mine, finally selecting one about six miles above Njarasusuk. At this place Messrs Keeler and Rhoades went on shore to prospect, and found several good veins of coal, which had been barely opened by the Esquimaux. On close inspection they oncluded that plenty of coal could be got at this mine, and in a short time disembarked their provisions, tents and mining implements, and organized Camp Eureka, composed of three tents, one for the officers and provisions, and the other two for the Esquimaux and sailors. It being late in the evening, and everything being in readiness to comm work early next morning, they spread their sealskins down for a bed, and were soon asleep. Early next morning the party went to work on a vein of coal about 30 inches in thickness, running longitudinally into the mountain a few feet back from the beach, and about 100 eet above the level. On top of this vein of coal were three strata, viz.: two of saud, with one of clay between the two, forming a total thickness of about 15 feet. This sand and clay had first to be removed before the coal could be taken out. They also found veins of ice running through the sand as far down as the coal. As they advanced further into the vein, they found that it increased in thickness, became of better quality, contained a large percentage of bitumen, and ome of the lumps sparkled with a light sprinkling of rosin. On the first day the working party of 21 took out

up a regular pressure of steam, and pronounce it nearly equal to other bituminous coal, though requiring, by weight, about one-fourth more to produce the same me

chapical effect. I think for steam vessels in this section it would be far more economical for them to depend on the mines o Greenland for fuel than to have it transported from the United States at a great expense and stored here in Greenland, and affected injuriously by being subjected to the weather. A small force of men could mine enough in a few days to replenish their supply, and during the Summer season, which is the hunter's holiday, Esquimaux labor can be procured at reasonable

While at the mines during the leisure moments of the officers, they devoted themselves to prospect ing the surrounding country, and found severa other veins of coal, proving that the island is rich in that mineral. They also brought back a few specimens of iron ore which is pronounced excellent, and which they think, from appearances, exists in quantity.

While at the mine the party were in the best of health, and were loth to leave their work incomplete. The surplus coal (about three-quarters of a ton) brought back was removed from the launch, bagged, and will be taken home to be experimented upon carefully, so as to ascerrain more fully its merits. The Little Juniata is again in her cradie, having finished her work in Greenland, and escaped all injury, except a few scratches and a little splintering, done by the ice.

CAPT. HALL'S PAPERS. Capt. Hall gave Inspector Smith some scaled papers to retain, and deliver over to proper parties, in case anything should happen to prevent his return, which papers Capt. Hall said contained information in reference to Sir John Franklin's expedition that would astonish the world, and that as long as Lady Frankliu lived should not be published, but now, since her de cease, all of the facts relating to that expedition will probably be made public. What these papers contain

A TALK ON THE GROWTH OF FISHES.

MARVELOUS INCREASE OF PICKEREL IN LONG LAKE-THIRTEEN FISH STOCK IT IN FOUR YEARS-AN IMMENSE NUMBER OF SALT-WATER CLAMS IN MUD LAKE.

FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.] THE RAQUETTE, Aug 25 .- I saw, a day or two efore I started for the woods, a newspaper article, in which it was stated that "some years ago Prof. Agassiz suggested to George S. Page of New-York, President of the Oquossoc Angling Association, a method of de-termining approximately the age of the famous Ran-gelys trout, which grows to the weight of seven, eight, nd even ten pounds. The mode adopted was to take small platinum wire, pointed at one end and flattened at the other, and marked at the flat end with the weight and the year. Then insert this wire in the dorsal fin selecting a mark according with weight and time, and return to the water." It seems that in 1870 fifty trout were caught and marked in this manner and returned to the water. This year, among a lot caught by the artist Moran and some friends, was one marked 1870-weight, half a pound. It weighed nearly 25 pounds, showing an increase of nearly 12 pounds in three years, or a little ever half a pound a year. Now this may be a very fair test for that particular lake, but the annual growth of fishes depends so much on circumstances that it is impossible to establish a general rule from any local test. The increase of all fishes changes materially, both with abundance of feed and extent of range. A difference arising from kind and abundance of food would be expected, but it is not so easy to see why extent of range should have so marked an effect on size. Yet, you put a trout in a well or small spring, and give it all the food it will eat, and its annual increase is hardly perceptible. But give it wide range and a full supply of food, and it increases rapidly. One might think that its cramped condition in a well by confining its exercise, destroyed its appetite, and so prevented its eating a sufficient quantity to hasten its growth. But we find that fish vary in size according to the size of the sheet of water they are in. This is true of catfish, every one knows, and of pickerel. In this State or New-England, take two ponds, only a quarter of a mile apart, and wholly disconnected—the one ten rods in diameter, and the other a half mile, and the pickerel in the latter, though in the same kind of water, and living on the same kind of food, will average nearly double in size those found in the former. I should like some explanation of this well-known fact. No man goes to a

small pond for large pickerel.

The rapid increase in growth is still more marked, and mething marvelous, when the same fish is trans ferred to different waters in which is different food. I remember, 28 years ago, when I was at Lake Schroon, my first trip to the Adirondacks, a party of men brought in a large quantity of pickerel, some of them weighing 10, 12, and one 14 pounds. The fish had been put in the lake four years/before, and an act of Legislature obtained forbidding any fishing in it for four years. The four years having expired the fishing commenced, and the above was the result. Now supposing the largest taken was one of the original number put into the lake; he had increased nearly three pounds a year, or three times his size. This is wonderful. A still more remarkable in-Raquette River. Four years ago, the last time I floated down this wild, beautiful river, no pickerel had ever been seen in it. Now it is absolutely swarming with them. They crowd it so that I verily believe a good fisherman might half fill his boat on a good day. The change has come about in this way. Five years ago some men put is pickerel in Long Lake, much t the disgust of the colonists there, who feared they would destroy the trout, as they doubtless will. That very Winter four of the number were caught through the ice, leaving only nine to stock the lake and river. This year, or four years from the time they began breeding, the lake is found to be full of them, and the Raquette River also for 130 or 140 miles, ciear to Potsdam. The original nine fish averaged about pound in weight. This Summer they take them weighing from two to twelve pounds. The other day a son of my old Indian friend, Mitchell Sabbatis, a boy only nine years old, took one weighing 17 pounds, or fully as long as himself. The fish towed him half across the lake, and how the little fellow managed to capture him is surprising. None but a young Indian could have done it; but he would have stuck to him till he was dragged overboard, and, I have no doubt, even after. Now, granting this o have been one of the original nine, he had increased about four times his size every year for four years. Others may have heard of such rapid growth before, out I never have. In four years those nine pickere have stocked to repletion Long Lake, 14 miles long, and Raquette River for over 100 miles, and Trapper Lake and several small ponds, till millions apparently swarm in them. At first sight, the increase in numbers may eem quite fas marvelous as the increase in size, but on reflection it is not. It is doubtless owing to the fact that for some cause the spawn escaped the destruction that usually overtakes it. The pickerel, one of the most voracious of fishes, eats its own young in immense numpers, but the abundance of better food in these waters. especially such deheate morsels as young trout, would prevent this, and hence a greater proportion reach maurity. Now I do not know how many thousand of eggs are in a pickerel weighing a pound, but there are more than one thousand. Supposing a fraction of these, say one hundred, reached maturity, that would give from the nine pickerel nine hundred saved. The same ratio in four years would show the sum total of ninety millons-a number large enough to stock many a hundred niles of water. If the ratio saved was larger the num ber would be proportionably increased. But with the increase of the size of the fish, the number of spawn would be doubled and tripled, so that the result would be still more astonishing. The fact is that the number of fishes that usually reach maturity in proportion to the eggs laid is infinitesimally small. As I am on the marvelous, I will mention one other

thing I should like some scientific man to explain. Fresh water clams, or mussels, as they are called, having long black-greenish shells, are plenty, as every one knows, in all our fresh waters. But up in Bog River, where it leaves Mud Lake, one of the most distant, gloomy, and

GENERAL FOREIGN NEWS.

THE REPUBLIC OF SPAIN. RELEASE OF THE DEERHOUND-RETIREMENT OF GEN.

SALCEDO FROM HIS COMMAND. LONDON, Tuesday, Sept. 23, 1873. Col. Stuart, the owner of the British steam yacht Deerhound, has telegraphed from San Sebastian to a friend in this city that his vessel and her crew have been released by the Spanish authorities. Col. Stuart

says he will immediately take command of the Deerhound. Madrid, Tuesday, Sept. 23, 1873.

Gen. Salcedo has been compelled to relinquish his command in the army and return to Madrid, in conse quence of illness.

President Castelar has had an important conference with Marshal Serrano and Admiral Topete, the result of which is represented to be most favorable to the coun-

The Bank of France has agreed to advance 100,000,000 francs to the Spanish Government. Admiral Yelverton is in command of the British fleet

THE SHAH OF PERSIA. ARRIVAL AT TEHERAN HIS DETERMINATION TO IN-TRODUCE REFORMS ANNOUNCED. LONDON, Tuesday, Sept. 23, 1873.

A dispatch from Teheran announces the return of the Shah of Persia to his capital. The whole population turned out to escort him to the palace. The shah, in a brief speech, stated that he had visited the Parliaments and principal institutions of Europe with the special object of introducing what he saw good in them into the administration of his government.

RACING IN ENGLAND.

GREAT EASTERN HANDICAP WON BY DAY DREAM-THE GRAND DUKE MICHAEL STAKES WON BY FLAGEOLET.

LONDON, Tuesday, Sept. 23, 1873. The First October Meeting commenced at Newmarket to-day. The race for the Great Eastern Handicap was won by Mr. F. Douglas's br. f. Day Dream. Elnathan's Sister was second, and Prince Batthyany's b. c. Delay third.

There were 21 starters. The betting at the start was 50 to one against Day Dream, eight to one against Eltham's Sister, and 10 to one against Delay.

The race for the Grand Duke Michael Stakes of 50 sovereigns each, for three years old, the second horse to save his stake, was won by Mr. Lefevre's chestnut colt Flageolet. Lord Falmouth's chestnut colt Andred came n second, and Mr. Bruton's chestnut colt Cobham third There were five runners in this race.

THE REVOLUTIONARY MOVEMENT IN SANTO DOMINGO.

ITS ALARMING PROPORTIONS-TWO TOWNS CAP-TURED BY THE REVOLUTIONISTS-DEFECTION OF ONE OF THE PRINCIPAL OFFICERS UNDER BAEZ.

PORTO PLATA, Sept. 8 .- The revolution against the Government of President Baez has assumed alarming proportions, and there is every prospect of its speedy success. The towns of Monte Christo and Guaybin are in possession of the revolutionists, who are also in close proximity to Porto Plata. Great confusion here and in that town, and numerous families are preparing for flight. tial law has been proclaimed, and an attack from the revolutionists is momentarily expected. This sudden change in favor of the revolutionists was caused by Gen. Garcia of the Baez party espousing the revolutionary cause with 600 men. The war revolutionists is " Down with the Samana Convention and Baez." There is every reason to believe that the rising will not injure business, as the revolutionary party promises to abstain from persecuting any one, and says that its only object is to secure the removal from power of President Baez.

FOREIGN NOTES.

The Brazilian Cable Expedition has reached Madeira, and the shore end of the line connecting that island with Portugal was successfully laid on Monday

The remains of Mr. Donald Dalrymple, late member of the British Parliament for Bath, have been taken to Norwich for interment. It is said that he never recovered from the fatigue occasioned by his journey to

A dispatch from Gibraltar says a terrific explosion occurred on the steamer Broomhaugh when she was 100 miles from that place. Four persons wera instantly killed, and many were scalded. It is expected that several of the injured will die.

The Canadian Government has received advices by cable to the effect that Mr. Tilley, Finance Minister, has successfully placed on the London market a 5 per cent loan of \$2,000,000 for the Inter-colonia Railway. The bids amounted to £4,000,000, and the average pre-mium, 44 per cent interest, to begin from the 1st of Oc-

[For English Letter see Eighth Page.]

WASHINGTON.

DISCRIMINATING DUTTES AGAINST FRANCE TO BE DISCONTINUED.

WASHINGTON, Tuesday, Sept. 23, 1873. The Marquis de Noailles, Minister from the French Republic, having informed the Government that on and after Oct. 1, merchandise imported into France in ves sels of the United States, from whatever country, will be subject to no other duties or imposts than those which shall be collected upon merchandise imported into France from countries of its origin, or from any other country in French vessels, the President has issued a proclamation that on and after that date the discrimi-nating duties levied upon merchandise imported in French vessels into the United States will be discon-

DECREASE IN THE EXPORTS OF IRON FROM GREAT BRITAIN.

The Chief of the Bureau of Statistics gives the followng information relative to exports of iron from Great

Britain to the United States in 1873: Month ended Ang. 31. Eight months ended Ang. 31 1872. 1873. 1872. 1873. Pig-iron 10,508 Tons Tons 1,508 Rar and rod-iron 6032 479 49,316 Railroad iron 40,005 6,937 340,321 Hoop and holler-iron 3,305 462 322,628 Steel 2,066 1,342 16,198 141,330 14,296 13,966311,217 Total Reduction .. 44,461

WASHINGTON NOTES. The Internal Revenue receipts to-day were \$199.271. President Grant, accompanied by Gen. Babcock, left Washington for Long Branch this morning, intending to eturn here on Thursday next with his family.

The Secretary of the Interior has appointed Richard Yale of Illinois, George H. Hurlburt of Illinois, and John Frew of Ohio, Commissioners to examine the Southern Division of the Cairo and Fulton Railroad, from Little Rock to Fulton. They will also examine the 25 miles of the same road lying immediately south of the boundary line between Missouri and Arkansas.

THE FIRE RECORD.

The house, barn and outbuildings of K. N. Bachelder, at Boscawen, N. H., were totally destroyed by fire on Monday night, with most of their contents. The loss is about \$3,000; insurance, \$2,000.

The paper-mill of G. F. Hollingsworth, at East Walpole, Mass., which had just received extensive repairs, was burned Monday afternoon, with its ma-chine-room and stock-house. The loss is about \$40,000;

A dwelling-house, owned and occupied by Mrs. Ira Whicher and Mrs. Weeks, and a barn adjoining belonging to D. Dockham, were burned Monday night, in Tilton, N. H. The total loss is \$2,000; fully insured in the Home and Ætna Companies.

Rienzi Parker's cotton warp mill at Vernon, Conn., was destroyed by fire yesterday morning together with the machinery. The fire caught in the picker room. Loss \$25,000. A portion of the factory was occupied by the needle manufactory of Dr. A. R. Goodrich, whose loss is \$2,500; insurance, \$1,500.

The cotton and woolen-mill of Messrs. Kelley

Jim, Boston Charley, Barnacho alias One-Eyed Jim, and Sloluck alias Cok, Modoe Indian captives, to be fully executed in accordance with the President's order as promulgated in General Court Martial Order No. 23, War Department, Adjutant-General's Office, Washington, Aug. 23, 1873, at Fart Klamath, Oregon, on the 3d day of October, 1873, between the bours of 10 o'clock a. m. and 2 o'clock p. m. of that day.

"The receipt of this order will be acknowledged by telegram, and its execution by letter."

THE CONSUMERS' PROTECTIVE ASSOCIA-TION OF BOSTON.

ITS EFFORTS TO FURNISH PURE MILK-OBSTACLES THROWN IN ITS WAY AND PARTIALLY OVERCOME

-THE REPORT OF THE FIRST YEAR'S OPERATIONS. The report of the operations of the Connumers' Protective Association of Boston, recently published, tells an interesting story of the difficulties met with in its endeavors to supply the residents of that city with pure milk at a reasonable price. The Association is an organization generally devoted to every reform pertaining to household economy and sanitary science, but for the first year of its existence its efforts have been conflued to the single object of controlling the delivery of pure milk in Boston and vicinity. Early in;1872 active preparations were begun by canvassing the city for the signatures of those agreeing to purchase milk of the Association. Some of the canvaseers proved untrust-worthy, and many of the subscribers, fearing the movement would fail, continued to take milk from their former milkmen. Then every artifice was resorted to by the milk contractors and others opposing the movement, to prevent the Associaion from obtaining cans, milk wagons and faithful employés, so as to begin the delivery of milk on the lat of April, and also to comprise and retard its operations. They bought up all the cans on sale, and agreed to buy all that could be made until three days after April 1. The Association made contracts with manufacturers of tinware not previously making cans, but their workmen were bribed away and the Association was short severa thousand cans at the start. Finally a firm was found in New-York and the required supply was secured. Every means the enemy could think of was used to annoy the Association. Its employés were bribed, its milk soured, its horses injured, and numerous other malicious acts were committed, even to the stealing of about 3,500 of its cans, in many cases full of milk. House servants were its caus, in many cases full of milk. House servants were hired to sour the milk, to report that the Association no longer delivered the milk, or to do other malicious acts for the benefit of the milk centractors. Some of the radiroads also made it difficult or expensive for the Association to procure its milk. But with all its troubles, the Association did succeed in making great headway and carrying on its operations without running into debt. Through its agency the price of milk in Boston from October, 1872, to Aprill, 1873, was 8 cents a quarat the milk depots and 9 cents if delivered at houses; during the Summer term, which ends with October, the price is one cent less in each case. The producer receives from 26 to 32 cents for a can of \$3-7 quarts, according as his house is distant from the station and the station from Boston. Two or three cents a can is paid for carrying it to the station and returning empty cans. The contractor hires a milk can at about 17-10-cents a can eight quarts), and sells the milk to the milk peddlers at an advance of four ar 5 cents a can. During the Summer the peddler pays 38 conts, and sells it as above stated. The Committee making the report says it was a mistake to confine its operation to one object, for a reform must be made in house service before the delivery of pure milk can be successfully carried out. Among other things, it recommends to the said of articles of food and clothing made by women. The milk question ts fully considered, and a great mun suggestions worthy of consideration are presented. hired to sour the milk, to report that the Association

SCARCITY OF TRIBUNES ON THE NEWS-STANDS.

To the Editor of The Tribune. SIR: I came to New-York yesterday morn-

ing by the Danbury and Norwalk and New-York and New-Haven Rallroads, and at the first station where papers could be obtained there was, of course, a great rush for the news. A majority of the passengers asked for THE TRIBUNE, but no TRIBUNES could be had, although the supply of all other papers was abundant. Changing cars at Norwalk, I ran, with many other passongers, to a newsdealer's across the street, and in songers, to a newsdealer's across the street, and an answer to our demand he told us, laughing that he could give us any other paper, but The Tribunes were sold out long ago. On the New-Haven road I had no better luck, and I saw some gentlemen go through the cars and borrow Tribunes from passengers who were fortunate enough to have them. Can you do nothing to compel these news-agents to 'supply themselves with the papers their cautagors want to raad! W. A the papers their customers want to read! New-York, Sept. 23, 1873. To the Editor of The Tribune.

Sin: Noticing your first editorial relative to Brooklyn news-stands, yesterday, I would like to state that I find it very difficult to secure a copy of THE TRIBUNE, every morning, at the stand just outside the door of the Grand Central Hotel. I very often have to compromise by taking The N. Y. Herald, which is second choice. I have been a daily reader of your paper since the lamented Horace Greeley stated in his Cooper Institute speech that he was going to Cincinnati.

No. 15 Beaver-st., New-York, Sept. 19, 1813.

To the Editor of The Tribune. SIR: Having had occasion to return by the

Flatbush-ave, cars to New-York about twice or more a week during the past Summer, at hours varying from & to 9 o'clock a. m., I have been greatly annoyed at flading no TRIBUNES for sale by the two or three newsboys who supply the cars (no doubt representing the various news-stands on the route). This defect should be remedied in some way, as it is far from agreeable to have untrustworthy sheets foisted on one. Yours, New-York, Sept. 22, 1873.

L. W. BARTLETT.

To the Editor of The Tribune. Sin: Can't your paper infuse some of its enterprise into the newsdealers of Brooklyn ! This morning I searched the news-stands on Falton-ave. from Lafayette to the City Hall, for a copy of THE TRIBUNE-all in vain. At the corner of Court and Mon-tague-sts. I had no better lu.s. and at Wall-st. Ferry none were to be had. Who is responsible for this state of things † And can't it be helped!

Brooklyn, Sept. 22, 1873.

To the Editor of The Tribune. SIR: I tried in vain between 9 and 10 o'clock this morning to buy a copy of THE TRIBUNE at various news depots along Fourth-ave, and the Bowery. I could get The Herald and all the other morning papers, but when I asked for the only journal that during the past few days has given all the news, I was mot with the in-variable answer, "TRIBUNES all sold." F. G. H. New-York, Sept. 23, 1873.

To the Editor of The Tribune. SIR: No TRIBUNES were to be had on Montague-st., Brooklyn, after 8 o'clock this morning. Ser-

could not be found on Broadway. Williamsburgh, after that hour. You will oblige many friends of The Taibune that hour. You will oblige many friends of The Taibune by stirring up the newsdrafers to take enlarged supplies. Yours,

Brooklyn, Sept. 122, 1873.

SIR: I walked from the corner of Wall and Vassau-sts. to Printing-House-square, at noon to-day. before I could get a copy of THE TRIBUNE. I would rather go without my dinner than THE TRIBUNE.

New-York, Sept. 22, 1873.

VAR.

To the Editor of The Tribune.

To the Editor of The Tribune. Sir: My newsman omitting to serve me one morning last week with THE TRIBUNE, I had occasion to call for one, and found (at 8:30 a. m.), that at Brown's, No. 654 Fulton, and Chas. Train's, No. 7055 Fulton-st., the answer was "all gone." No. 117 F4. Greene-place, Brooklyn, Sept. 18, 18:3.

THE SCHOOL-BOOK FRAUD. to the Editor of The Trioune.

SIR: I thank you for your manly attack upon the great school-book fraud. The dumb ery of the swindled millions has at last found public expression. The whole aim of certain book-makers and publishers has seemed to be for the last 10 or 20 years to adulterate and multiply useless school-books, simply to enable them to make more money at the expense of them neighbors. Books that are now retailed at from \$1 to \$2 each could be sold at from 40 to 69 cents and pay the publishers a decent Christian profit. This alone would save many millions of dollars to the people; add to it as many more saved by doing away with the uscless changes and the worthless adulterations of six or more series when two in most cases would be sufficient. Tris would reduce the profits of the book-makers and publishers so that they could hardly afford to seed out such a horde of harpies to bribe nearly all school superiatendents, committees, and directors, and a large number 2.